

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☐

Property Name: Industrial Warehouse District Survey District Inventory Number: B-5116  
Address: along Franklintown, Warwick, Calverton, W. Franklin, W. Mulberry, Lexington, Smallwood Sts. Historic district: X yes ☐ no ☐  
City: Baltimore Zip Code: 21223 County: Baltimore City  
USGS Quadrangle(s): Baltimore West  
Property Owner: various Tax Account ID Number: n/a  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: Red Line Corridor Transit Study Agency: Mass Transit Administration  
Agency Prepared By: John Milner Associates, Inc.  
Preparer's Name: Katherine Larson Farnham Date Prepared: 2/1/2006  
Documentation is presented in: Enoch Pratt Free Library Maryland Room vertical files; Sanborn Fire Insurance maps  
Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended X Eligibility not recommended  
Criteria: A B C D Considerations: A B C D E F G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes  
Site visit by MHT Staff yes X no ☐ Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The Industrial Warehouse District is a contiguous area of sprawling industrial warehouse lots and buildings, all lying south of W. Franklin Street and east of Western Cemetery and clustered near the former Penn Central railroad line (now used by MARC). Residential areas abut the district closely on the north and south.

Buildings within the district are industrial warehouse buildings dating from ca. 1920-1960. They are set on open, usually treeless and irregular-shaped lots. Two of the earliest buildings, along Calverton Street near the tracks, are small gable-roofed Colonial Revival structures that may have been auxiliary buildings to a larger now-vanished operation. The remaining buildings in the district could be categorized as Art Deco/Art Moderne or International Style, though the majority are minimalist examples of those styles. Most are large flat-roofed one- or two-story buildings, often with an irregular footprint angled to follow lot or railroad spur lines. Buildings are clad in brick or rusticated stone, sometimes with contrasting combinations of both brick and stone on the primary facades. Earlier buildings have some ornamental detail, including brick pilasters, stepped parapets, dressed stone trim, and horizontally striated Art Deco brickwork. Later buildings have minimal detail and a decidedly horizontal appearance. Windows are generally steel multilight fixed sash with operable panels, sometimes covered by projecting external security mesh.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended X  
Criteria: A B C D Considerations: A B C D E F G  
MHT Comments:

[Signature]  
Reviewer, Office of Preservation Services

[Signature]  
Reviewer, National Register Program

7/26/06  
Date

8/7/06  
Date

200606766

B-5116

Industrial Warehouse District

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creens. Loading docks are critical to these operations and are sometimes found on the main building. Often, the loading bays are located on a secondary façade or in a rear annex wing. A number of more modern warehouse structures are located in the middle of the district, particularly along Calverton Rd.

These buildings were constructed following the advent of the automobile and the paving of roads within the city and leading into the suburbs. While the railroad had been present for decades, the rise of trucking was the cause of railside complexes like this one. The Franklin-Mulberry/Edmondson thoroughfare, now Md. Rt. 40, was the primary route westward out of the city by the early 1900s and has remained so into the present time, making it a magnet for trucking in the days prior to modern highways. The juncture of this route with the Pennsylvania Railroad tracks was a promising location for facilities that sent and received mass shipments of goods via rail and made local pickups and deliveries. It also lay on the outskirts of the inner city, making it convenient to both city and suburbs. This area had historically been a crossroads for cattle drovers with numerous slaughterhouses in the Steuart Hill neighborhood to the southeast. Beginning in the 1920s, as nearby residential neighborhoods were in early stages of development, the area along the tracks became developed with warehouses, most with private rail spurs branching off the main tracks. This process apparently continued into the 1960s and 1970s, though the bulk of buildings predate 1960.

The Industrial Warehouse District was part of a common trend in the movement of goods nationwide, but its buildings are not particularly distinctive, and many lack integrity. The setting has also been disrupted by the addition of numerous modern buildings in proximity to the others, and the overall layout is somewhat fragmented by the street layout and railroad overpasses. It does not appear to meet NRHP criteria and is recommended not eligible.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date







B-5116  
302 N. Smallwood St., Industrial Warehouse District  
Baltimore City, MD  
Kate Farnham  
6/16/2005  
MD SHPD  
view to SW  
#1 of 13

302

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B-5116

Warehouse on W. Franklin St. C PA RR, Industrial Warehouse District  
Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPD

view to SE

#2 of 13

020

133

FURNITURE &  
MATTRESS WORLD  
SALE

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REPAIR SHOP



B-5116

2415 W. Franklin St., Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to SE

#3 of 13 019

132



NO  
TRESPASSING

RP  
Access Point  
RECEIVING  
SHIPPING  
→

B-5116

N. Warwick St. @ PA RR overpass/ Industrial Warehouse District  
Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to SW

# 4 of 13 210



B-5116

405-411 N. Warmide St., Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPD

View to NE

#5 of 13 020

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INTER S ATE / IE

INTERSTATE V.



B-5116

101 N. Warwick Ave., Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to NNE

#6 of 13 017

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B-5116

Calverton Rd. Substation, Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to SW from N. Warwick Ave.

#7 of 13

016

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B-5116

227 N. Warmide Ave., Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

view to N

#8 of 13 001

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B-5116

W. Lexington St. W. of Calverton, Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

view looking W

#9 of 13

013

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B-5116

N. Calverton Rd C PA RR, Industrial Warehouse District  
Baltimore City, MD

Kate Farnham

BA BANYONE NNN- 1 8819

6/16/2005

MD SHPD

view to S near dead end of rd.

#10 of 13 024

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B-5116

237 N. Franklinton Rd, Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to SE

#11 of 13

023

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Industrial Gas Sales  
FOR LEASE  
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B-5116

230 N. Franklinton Rd, Industrial Warehouse District  
Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to S

#12 of 13 



Donate your car

1-800-2-DONATE

H. W. KASPER

B-5116

239 N. Franklinton Rd., Industrial Warehouse District

Baltimore City, MD

Kate Farnham

6/16/2005

MD SHPO

View to ESE

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